

**Minutes of the Meeting
March 4, 1999**

Projects Reviewed

East Pine Street Substation
Millennium Legacy Lighting Project
Millennium Legacy Urban Creeks Project
Dexter Court North

Convened: 8:00am

Adjourned: 12:30pm

Commissioners Present

Rick Sundberg, chair
Moe Batra
Gail Dubrow
Robert Foley
Jeff Girvin
Gerald Hansmire
Jon Layzer
Peter Miller

Staff Present

Vanessa Murdock
Peter Aylsworth
Cheryl Sizov
Rebecca Walls

030499.1 Project: **East Pine Street Substation**
 Phase: Update, Phase II Conceptual Design
 Previous Review: May 21, 1998
 Presenters: Mike Blanchette, HDR Engineering
 Neal Knapper, Seattle City Light
 Michael Sherer, J. Miller & Associates
 William Stewart, Seattle City Light
 Bob Wagoner, Boyle Wagoner Architects
 Time: 1 hr. (SDC Ref. # DC00006)

The East Pine Street Substation is located between East Union and East Pine Streets, and between 22nd and 23rd Avenues. The substation receives high voltage power, transforms it into lower voltages, and distributes it to Capitol Hill, First Hill, and surrounding hospitals. The substation is a brick structure, designed by Bassetti Architects in 1966, with a concrete roof over the control room.

The project includes a 450 square foot addition to the existing control room, remodeling of the basement space, seismic upgrades, and new batteries. The control room addition is divided into two spaces, a break room on the building side and an operators' workstation on the street side. The addition is a simple extension of the existing plan geometry using sandblasted concrete walls and a perforated aluminum screen around the HVAC unit on the roof. A recessed metal panel system forms a "gasket" between the existing structure and the addition.

Two alternatives for the existing viewing tower were discussed at a recent community meeting. Given that the tower has become a prime location for criminal activity, one option is to remove the tower completely. The second, and preferred, option includes removing the lower levels of the tower and extending the perimeter yard walls to eliminate the dark hiding places behind the tower. The community has expressed a desire for informal open space near the tower at the northeast corner of the site.

The lighting design for the project includes replacement of the existing below-grade fixtures with new vandal-proof units. Existing fixture locations will be retained and 75 watt metal halide lamps will be used to reduce energy consumption. The underground conduit and wiring will also be replaced. Overhead security lights will be installed near the entrance of the new addition. The new public open space near the viewing tower may include additional lighting.

Discussion:

- Dubrow:** In the Commission's previous action there was a desire for further exploration of control room windows toward the street for increased security. How has that concern been addressed? I am comfortable with the conceptual resolution of the tower's security issues.
- Knapper:** We discussed that issue with station management. There are currently no windows in the control room. The primary security objective is protecting the operating crewmembers as they enter and leave the station.
- Stewart:** The original station had windows. Criminals would lay in wait for personnel leaving the facility when they saw lights shut off. There was an incident involving gunfire and the windows were immediately sealed up.
- Dubrow:** There seem to be security issues on both sides, for people on the street as well as station crewmembers. There may be opportunities for the design to accommodate occupant security while providing visual surveillance of the neighborhood.

- Wagoner:** We have discussed glazing, covered by sheets of perforated metal, in the “gasket” between the addition and the existing building. Security of the facility is particularly important in that it serves multiple hospitals and institutions.
- Batra:** Although the neighborhood safety issue is important, in my experience designing control stations windows are seldom, if ever, used. It is a personnel safety issue as well as a means of limiting access to the facility.
- Girvin:** Given that 23rd Avenue is such a busy street, with many other opportunities for neighborhood surveillance, operator safety seems like the primary concern in this situation.
- Dubrow:** Is there an opportunity for operators to preview the vicinity before leaving the facility. Security when leaving seems like a significant issue.
- Foley:** A window next to the door that isn’t large enough to pass through while giving personnel an opportunity to see outside.
- Stewart:** The exit door currently has a window in it.
- Hansmire:** I can understand the argument against windows. If people can’t see in, they can’t prepare to ambush personnel as they exit. Operator security is the number one concern.
- Girvin:** I support the control room design as presented.
- Foley:** I support the setback exception of one foot rather than the standard ten feet. The existing condition warrants such an exception.
- Layzer:** Regarding the viewing tower, the low concrete retaining wall seems to be the only remaining opportunity for criminal activity.
- Wagoner:** The existing retaining wall is necessary to allow vehicle access to the yard at that location.
- Layzer:** I encourage further attempts to remove the retaining wall and take up the slope in regrading around the tower.
- Dubrow:** Is the small public park space part of this review?
- Wagoner:** In regards to the viewing tower, this review is really to discuss the issue of removing the entire tower or retaining portions of it.
- Sundberg:** Conceptually, extending the yard walls and retaining the viewing tower makes sense. The public space and its amenities can be developed as the project continues.
- Foley:** I like the independent character of the tower. Is it possible for the yard walls to be pulled back slightly to give more prominence to the towers?
- Layzer:** It is ultimately an issue of sight lines.
- Wagoner:** It may be possible to pull the walls back. We will develop it further.
- Hansmire:** The project seems to be headed in the right direction.
- Action:** **The Commission appreciates the comprehensive presentation, the continued sensitivity to the existing substation, and the integration of previous comments. The Commission**
- supports the clear distinction between the existing building and the new addition,
 - encourages further consideration and development of a preview mechanism for operator safety, and
 - supports the one foot setback for the control room addition.
- The Commission recommends approval of the lighting design as presented and supports the restoration of original fixtures and lighting patterns with increased energy efficiency. The Commission supports the continuation of the original**

lighting pattern on the extended perimeter walls adjacent to the viewing tower.

The Commission recommends approval of the adapted viewing tower as presented in conceptual design. The Commission supports the retention of the tower, the removal of the lower tower levels and the extension of the perimeter walls. The Commission encourages further development of the landscape as a public amenity and continued collaboration with a landscape architect regarding the tower open space, appropriate lighting, landscape and furniture. The Commission requests a presentation of the public open space design at in the design development phase.

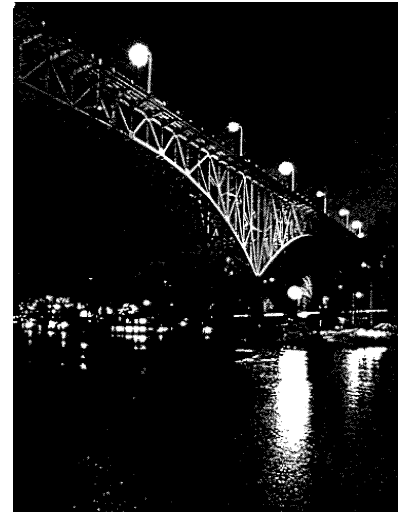
030499.2 Project: **Millennium Legacy Lighting Project**
 Phase: Conceptual Briefing
 Presenters: Ross De Alessi, Ross De Alessi Lighting Design
 Rebecca Hoglund, Seattle City Light
 Attendees: Michelle Dewey, Seattle City Light
 Time: .75 hr. (SDC Ref. # DC00018)

The Seattle Millennium Legacy Lighting Project originally included nine potential bridges and four parks. Two design concepts, ranging from conservative to energetic and playful, were generated for each of the bridges and parks. These concept were reviewed by various community groups and narrowed down to six final projects; five bridges and one park.

George Washington Memorial Bridge (Aurora Bridge)

completed 1932

Basic Floodlighting Concept: The large span cantilevers and steel approach sections are bathed in a subtle hue of aqua-colored light. Fixtures are mounted adjacent to the bridge on cantilevered catwalks and poles. This effect was demonstrated during a November 1998 mock-up. The silver-gray color of the bridge accepted light color well during tests in November, and the aqua-colored light evokes a feeling of the clean air and water surrounding Seattle.



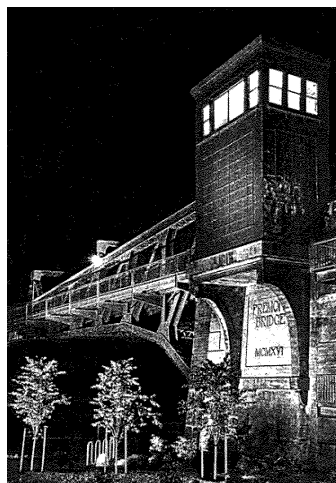
Floodlighting

Aurora Bridge

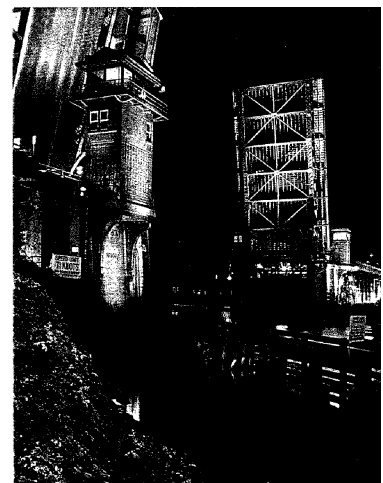
Fremont Bridge

completed 1917

Cross Fading Floodlighting Concept: The four sister ship canal drawbridges (Ballard, Fremont, University, and Montlake) all have similar basic floodlighting concepts. Opening and closing of the bascule leaves are “followed” and highlighted both in their open and closed positions. Shore located and bridge abutment catwalk mounted fixtures uplight the bridge concrete piers and superstructures. Color rendering properties of these lights are very high, thus projecting the true bridge color to the viewer. During periods of bridge openings and closings, certain light fixtures fade while others “ramp up” in intensity, highlighting the massive leaves in their up position. This creates interest not only for boaters, but also for drivers, cyclists, and pedestrians as well.



Uplighting concept



Cross fading floodlighting concept

Montlake Bridge

completed 1925

Tower Stained Glass Window Concept: The very top windows of the Academic Gothic Towers are adorned with beautiful stained glass. Continuing the design of these windows on the lower large windows is proposed. Backlighting enhances the nighttime viewing pleasure of the

windows. The south operator's tower will have one additional level of stained-glass, leaving the operator's windows clear and intact. The uplighting of the tower provides a warm frame for the illuminated windows.

Ballard Bridge

completed 1917

Whale Tail Sculptures: Just above the upper superstructure, which separates vehicular from pedestrian and bicycle traffic, three dimensional whale tail sculptures are proposed. At night these forms are uplighted and cast soft, indirect light onto the pedestrian walkway below. These sculptures will also include solar collectors on the top.

Joze P Rizal Bridge (Twelfth Avenue Bridge)

completed 1912

Basic Floodlighting Concept: The small span cantilevers are uplighted in a very pale white/green hue of unfiltered light. Fixtures are mounted adjacent to the bridge on four poles. Only the outer facade of the bridge is targeted, and reflected light will softly illuminate the bridge interior.

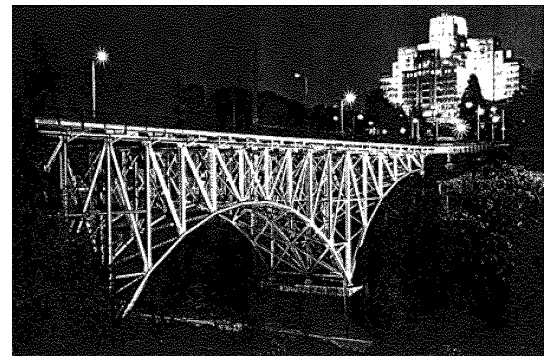
Gasworks Park

completed 1907 (Seattle Gas Company Plant) 1975 (Gasworks Park)

Generator's animated and colorful floodlighting: Park Master Planner Richard Haag's "Ferro Forest" is resurrected in orchestrated fiery uplighting on the Gasworks' generator towers. The uplighting color differs between generators, depending on their original use—oil or coal gas production.

Silhouettes of Labor Fence: All fixtures would have to be enclosed in protective bunkers or the fence will have to remain. If the fence remains, a replacement is proposed with silhouette shapes directly applied to new mesh fence material. These shapes depict the labor of the era and encircle the generators. When viewed from the park or nearby water, the shapes appear in complete silhouette with the fiery generators looming in the background.

These projects will be presented to community groups, with an emphasis on community Chambers of Commerce, throughout the spring of 1999.



Floodlighting Concept

Joze Rizal Bridge

Discussion:

- Layzer:** Who will be responsible for maintenance of the lighting?
- De Alessi:** Maintenance is a major issue with these projects. Maintenance responsibilities will vary depending on city or state ownership. Some bridges are state owned highways and some are local city streets. We are packaging maintenance costs into the project sponsorship. We might also look into the possibility of contracting out the actual maintenance work to an independent contractor, instead of City or State crews doing the work
- Layzer:** How will the endowments be organized?
- De Alessi:** The Chamber of Commerce will manage the fund and City Light will probably handle the contracts.
- Dubrow:** What are the primary conservation issues with the project?
- De Alessi:** The major conservation issue involves replacing the existing clear glass windows in the control towers of Montlake Bridge with stained glass windows. The wood sash clear windows were used for visibility, but only one of the towers is

currently occupied. We would like to replace the clear windows with the stained glass windows and light them from within the tower.

Hoglund: The majority if the light fixtures are not attached to the structures and therefore don't compromise the historic character of the bridges.

Dubrow: Has the Seattle Landmarks Board or the Arts Commission been contacted regarding the "whale tail" additions to the Ballard Bridge?

Hoglund: The bridge is not a city landmark, but we are contacting the state Landmarks Board.

Dubrow: I like the solar collection concept with down lighting onto the walkway. However, the whale and salmon themes are so widely used throughout the region that I would favor a more original theme. The Ballard area has a rich array of marine imagery that is appropriate for this project.

Girvin: The demonstration project on the Aurora Bridge was remarkable and provocative. I look forward to the project's completion.

Hansmire: I agree. I like the simplicity that celebrates the bridge structure rather than the flashy, decorative images. I also like the concept of projecting flag images on the West Seattle Bridge.

Dubrow: It would be nice if the flag projections can change over time. The Arts Commission is planning many major projects. This series of lighting projects may be an opportunity for collaboration with artists.

Layzer: Is there any opportunity to recognize newly constructed projects that have significant lighting features as part of the millenium celebration? I can think of a few smaller scale projects, like the Weller Street Bridge, that could be part of the celebration of light. I suggest that other, smaller scale, lighting projects that have recently been completed be considered as part of the millennium celebration of light.

Miller: Most of these projects pay tribute to a century of automobile development. I wish there was a pedestrian bridge among them.

Hoglund: We did have a number of other parks on the project list, but they didn't receive as much community support.

Dubrow: I appreciate the careful selection of feature projects. However, they all seem to be monumental in scale. It would be interesting if there was a variety of scales that included smaller pedestrian bridges in conjunction with the monumental bridges.

Sundberg: I don't mind the monumental, heroic quality of this project. I agree with Gail regarding the whale tail lighting. The concept is good, but he imagery needs to be explored further.

Action: **The Commission appreciates the comprehensive presentation and supports the simplified approach to lighting the bridge structures. The Commission:**

- recommends consideration of different images or themes for the Ballard Bridge artwork while maintaining the solar collection and down lighting approach,
- supports the use of solar power and energy efficient technologies as an important aspect of the Millennium Projects, and
- encourages further elaboration of the maintenance responsibilities and processes.

030499.3 Project: **Millennium Legacy Urban Creeks Project**
 Phase: Program Briefing
 Presenters: Denise Andrews
 Attendees: Davidya Kasperzyk, A Northwest Collaborative
 Ann Sutphin, Strategic Planning Office
 Time: .5 hr. (SDC Ref. # DC00019)

The Seattle Millennium Legacy Urban Creeks Projects include four creek watersheds located in northeast, northwest, southeast, and southwest Seattle. Each of the four watershed projects, Longfellow Creek, Pipers Creek, Taylor Creek, and Thornton Creek, is a composition of various smaller restoration projects.

Longfellow Creek

Yancy Street: restoration efforts will create a wetland pond to add detention capacity and improve fish habitat; create brackish water & rearing ponds; in-stream improvements will add gravel, rip-rap, and boulders; remove invasive species and plant native trees and bushes along creek banks to prevent soil erosion; improve fish passage through a culvert under Genesee Street.

Golf Course Dam: restoration efforts will improve fish passage through a culvert on the south side of Genesee Street; replace other culverts in golf course as necessary; design and build fish ladder to move fish past dam; remove silt from existing wetland; plant native species in riparian zone. Getting fish past the dam will open up two miles of waterway to salmon.

Brandon & Willow Streets: restoration efforts will establish sedimentation and erosion control; build salmon release boardwalks for school programs; make in-stream improvements; improve trail access; plant native species in riparian zone.

Webster Street Detention Pond: restoration efforts will revise the pond to establish detention in low/medium flows; possible wetland and plant salvage nursery, as requested in the Neighborhood Plan.

Pipers Creek

S.E.A.T.T.L.E. (Street Edge Alternative To Traditional Landscape Environments): The need to reduce stormwater runoff to our treatment plants and creeks forces us to rethink how we design our streetscapes. An open ditch drainage systems demonstration project in north Seattle will provide partnership opportunities with one or two city blocks of willing home owners to create a showcase for the region. The project design will include pervious paving techniques, open swale drainage as an amenity, innovative street-edge treatment to encourage ground water absorption, traffic calming design, visual and sound barriers to traffic noise, and increased urban “green cover.”

In-Stream Improvements – phase two: restoration efforts will continue in-stream improvements according to the Pipers Creek Watershed Action Plan, including detention and erosion control and reforestation.

Taylor Creek

Rainier Avenue South Culverts: restoration efforts will remove blockages to fish passage at three points; two on public property and one on private property.

Upper Watershed Detention: restoration efforts will assess the problem; work with King County and private property owners to add detention capacity.

In-Stream Improvements: restoration efforts will provide fish habitat improvements in-stream; erosion control and reforestation.

Thornton Creek

Creek Restoration Projects: restoration projects include

- replacement of a culvert under Lake City Way with a fish-passable culvert, restoration of south branch of riparian corridor, in-stream improvements, reforestation, and invasive plant removal,
- drainage improvements to 22 sites throughout creek system: detention, in-stream habitat, erosion control, and reforestation.

Environmental Learning Center: Thornton Creek will be the site of a new Environmental Learning Center for both adults and school children providing classroom and hands-on learning opportunities relating to City of Seattle environmental objectives, including; sustainable building, water quality, wildlife habitat, resource conservation, and community involvement.

Jackson Golf Course: The golf course provides the most efficient area to increase detention capacity in this creek and will help prevent downstream flooding. Restoration efforts include a redesign of the pond for detention and habitat in the southern portion of the golf course.

The Urban Creeks Projects are intended to:

- improve major drainage and water quality systems,
- restore natural creek habitat through in-stream improvements, removal of fish passage barriers, and control of peak storm flows,
- create and enhance access between neighborhoods, creeks, and trails,
- sustain creek systems through a city-wide coordinated stewardship and education program, and
- celebrate our resources and citizen volunteers with art and cultural themes.

Discussion:

Dubrow: Do you have funding in place for these projects?

Andrews: Most of the Millennium projects were already programmed under our CIP budget, with a few additional projects funded by the new drainage rate increases now in effect. We don't plan to spend a lot of money on property acquisition which will keep the costs down.

Dubrow: Will the Seattle Arts Commission be involved?

Andrews: We have an arts budget for each of the four creek projects. The Arts Commission will provide a list of artists and present it to the communities. A community committee will choose the artist for each creek project.

Batra: Have you explored other opportunities for educating citizens about how to help protect the creek watersheds?

Andrews: We are marketing information around behavioral patterns, such as using pesticides on lawns and car washing. Continued efforts to inform the general public about these environmental issues will probably require additional funding. Recycling was a similar issue ten years ago. The educational facility at Meadowbrook Ponds will be important.

Batra: There may be a way to inform new residents in critical watershed areas about these issues through the property acquisition process. Residents could receive a packet of information about the watershed and how to protect it when the title is transferred. The city has an opportunity to educate people when they approve the change of ownership.

Layzer: I appreciate the thorough overview of the various projects. Will each creek area have a different project manager?

Andrews: It will vary.

- Layzer:** The major projects that seem to warrant continued review by the Commission are the S.E.A.T.T.L.E. projects at Pipers Creek, the Yancy Street project, and the Environmental Learning Center facility.
- Dubrow:** The other projects could be reviewed by Commission staff to determine if Commission review is necessary. These are exciting projects that fit the title of a “Millennium Legacy.”
- Action:** **The Commission appreciates the thorough presentation and supports the intent and direction of the Millennium Legacy Urban Creeks Project. The Commission looks forward to continued involvement in the following projects as they develop:**
- the Environmental Learning Center at Meadowbrook Ponds,
 - the Yancy Street project at Longfellow Creek, and
 - the S.E.A.T.T.L.E. projects at Pipers Creek.

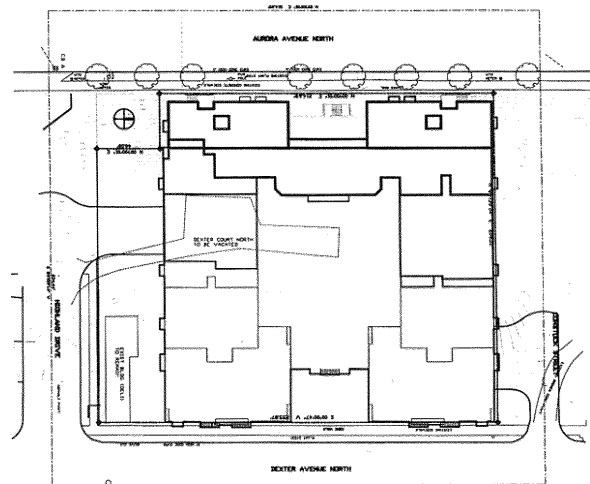
030499.4 Project: **Dexter Court North**
 Phase: Street Vacation
 Presenters: Robert Cryan, Comstock Highlands
 Matt Driscoll, Driscoll Architects
 Marco de Sa e Silva, Davis Wright Tremaine
 Attendees: Beverly Barnett, Seattle Transportation
 Tracy Corley, Driscoll Architects
 Dick Gemperle, Comstock Highlands
 Marilyn Senour, Seattle Transportation
 Time: 1. hr. (hourly)

The Dexter Court North development, located between Aurora and Dexter Avenues and Highland Drive and Comstock Street, is a mixed-use building with 220 to 230 residential units and 6,000 to 10,000 square feet of retail space. The Dexter Court North ROW currently accesses only three properties, all owned by the project developer. The ROW has no utilities other than those serving the three properties.

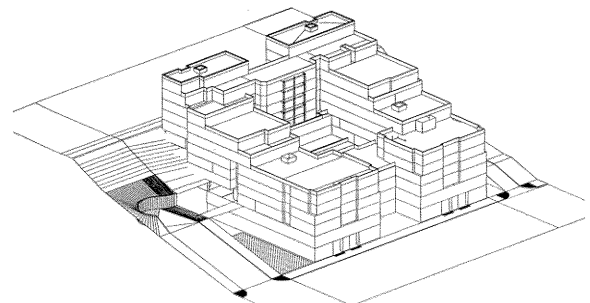
The proposed vacation of Dexter Court North would result in more efficient lot coverage and the preservation of the Lake Union Vista along Highland Drive. With the vacation, the building's mass is concentrated on the north side of the site with an east-west orientation. The retail spaces will be located along Dexter Avenue North with building entrances on both Aurora and Dexter Avenues. Vehicle access to the building will be restricted to north and south garage entrances.

The following are proposed public benefits of the vacation.

- A concentrated development to the north with increased view potential from Aurora Avenue. The existing 60 foot ROW of Highland Drive with the additional 40 foot landscaped setback of the development becomes a 100 foot wide view corridor.
- The east-west orientation reduces the visual impact of facades along Dexter Avenue North.
- Modulation and height variations that are consistent with neighborhood scale.
- An enhanced streetscape with a landscaped public courtyard along Dexter Avenue.
- The creation of a connection and access between Aurora and Dexter Avenues.
- Provides increased density and economic viability with 226 new residential units.
- Reduces the risk of earth slides.



Site plan



Axon looking northwest

Discussion:

- Dubrow:** The alternatives are extremely different. Have you explored other alternatives without the vacation?
- Driscoll:** We looked at various building configurations that wouldn't require the vacation. Without the vacation, building configurations that achieve the desired 64 percent lot coverage are highly inefficient.
- Batra:** How high is the proposed building above Aurora Avenue? How will views be effected?
- Driscoll:** It is approximately 45 feet above Aurora Avenue. The street vacation will allow us to hold the building back from Highland Drive creating a generous view corridor.
- de Sa e Silva:** The ROW to be vacated constitutes nine percent of the lot area and increases the building's mass by approximately nine percent. The benefit of the vacation is the opportunity to shift the massing to an east | west orientation.
- Driscoll:** The east | west orientation allows for increased modulation along Dexter Avenue North rather than along Highland Drive.
- Layzer:** Is there pedestrian access between Aurora and Dexter Avenues?
- Driscoll:** We anticipate providing pedestrian access down the site, although Aurora Avenue is not a major pedestrian street.
- Corley:** There are currently steps at the northwest corner of the site. The massing and scale are consistent with the Queen Anne plan for an urban village. The proposed orientation, fronting on Dexter Avenue, would provide easier access to nearby metro stops.
- Dubrow:** Where is the nearest transit stop? An obvious public benefit would be to enhance the existing stop. Is that type of amenity part of the proposed plan?
- Driscoll:** Improvements to the transit stop are not currently part of the proposal.
- Layzer:** What will be the character of the retail spaces along Dexter Avenue?
- Driscoll:** They will be small retail shops with modulated storefronts along Dexter Avenue.
- Hansmire:** Although the existing ROW only serves the two houses and doesn't relate to any street other than Highland Drive, it is difficult to evaluate the proposal without knowing how the Design Review Board and the community have responded to the project. We don't want to overlap or make conflicting recommendations.
- Girvin:** What is planned for the Dexter Deli site?
- de Sa e Silva:** The Dexter Deli owner has a long term lease.
- Driscoll:** The current proposal precludes the development of additional housing where the Dexter Deli is located.
- Layzer:** Have you considered demolishing the deli and creating an open space along Highland Drive?
- Cryan:** The tenant was offered retail space in the new building and declined.
- Dubrow:** Are there any issues that Seattle Transportation representatives would like to comment on?
- Barnett:** We haven't formulated any recommendations at this point. Design Commission input is important in making the final recommendations. The scale and view issues were discussed by the community. We will look at land use patterns and public benefits that mitigate the vacation. Public benefits include not only development benefits of better orientation but also significant public amenities.
- Hansmire:** The area of property that would be built over appears similar to the increased width of the Highland Drive corridor. Is that an effort to mitigate the vacation?

- Driscoll:** We have discussed that possibility. The area along Highland Drive could never have more than one level of non-residential development and could be designated open space.
- Layzer:** I am still looking for clearly identified, tangible urban design amenities. There is no real commitment to east | west pedestrian access, open space, or transit stop improvements in the plan. Dexter Avenue is also a north | south bicycle corridor. The public benefits, as mitigation for the vacation of public land, need to go above and beyond zoning requirements and improved site efficiency.
- Dubrow:** You have made a strong case for the development benefits in granting the street vacation, but a weaker case for public amenities. I am persuaded that the vacation may result in improved massing and orientation, but the plan lacks clear public amenities.
- Sundberg:** I encourage the use of landscape elements along Aurora Avenue. Perhaps the building could be pulled back from the street for a larger buffer zone.
- de Sa e Silva:** How does the Commission feel about a public courtyard off of Dexter Avenue?
- Sundberg:** Until it is designed, we can't consider it a public benefit. The Commission would like to see a specific list of proposed amenities for the mitigation. Massing is only one part of the benefits package.
- de Sa e Silva:** The ROW is not in use currently. We are asking the city to give up very little and will return proportional benefits for the vacation.
- Sundberg:** We need to see a specific public benefits package.
- Girvin:** Developing public open space along Highland Drive as a view corridor could be a significant public benefit, depending on how it is designed.
- Layzer:** What were the issues discussed by the Design Review Board?
- Driscoll:** The issues I remember being discussed at the Design Review meeting were Highland Drive as a view corridor, viable commercial space on Dexter Avenue, restriction of vehicle access from Dexter Avenue, response to the topography with usable public and private open space, access to services and refuse collection, and the potential canyon wall effect of building along Aurora Avenue. We have tried to address most of the Board's comments and will present the changes to them.
- Action:** **The Commission postpones making a final action on the vacation as presented and requests greater development of the amenities package that provides real public benefit in exchange for the permanent vacation of public property. The Commission encourages coordinating the public amenities with neighborhood planning efforts.**
- The Commission recommends consideration of specific landscape and open space development in the view corridor of Highland Drive, detailed enhancements to existing transit stops, specific design of the Dexter Avenue courtyard, and additional improvements to the Aurora Avenue entry.**

030499.5 Project: **Commission Business**

Action Items:

- A. MINUTES OF FEBRUARY 18TH MEETING: Approved as amended.

Discussion Items:

- B. CENTRAL AREA GATEWAY WORKSHOP: Commissioners and staff will attend the second of two workshops on Tuesday March 16th.
- C. LIGHT RAIL REVIEW PANEL: Cheryl Sizov, LRRP staff, is currently developing a LRRP Handbook that will include general information, design principles, and review procedures.
- D. WOODLAND PARK ZOO CONSULTANT SELECTION: The 23 consultants will be shortlisted to 11. After two full days of interviewing eight or nine final consultants will be selected to work on the projects.
- E. GROWING VINE STREET: The Growing Vine Street project continues to develop with a potential \$60,000 from Seattle Transportation and \$40,000 from the Seattle Arts Commission. February 23rd.
- F. SKYBRIDGE PROPOSAL: Commission staff attended a Seattle Landmarks Board Architectural Committee review of the Zymogenetics skybridge proposal. The proposed skybridge would cross Eastlake Avenue connecting the historic Zymogenetics building to the newly constructed building to the east. Eastlake Avenue has been identified as a view corridor in the Neighborhood Plan. Full Landmarks Board and Design Commission reviews are also being scheduled.
- G. WATERFRONT SOUTH CITIZENS OVERSIGHT COMMITTEE: Commissioner Hansmire will serve on the oversight committee.
- H. WSCTC EXPANSION UPDATE: Commissioners discussed City Council concerns regarding the WSCTC Expansion project's galleria and skybridges.
- I. DOWNTOWN URBAN DESIGN PLAN: A letter of support was sent to Councilmember Conlin, Chair of the Neighborhoods, Growth Planning & Civic Engagement Committee.